

2

Profile [AS BUILT]

J. L. Thompson & Sons.

N^o. 610 [ALSO FOR
N^o. 609.]

17.3.42

Arietta ex Thraiki
EMPIRE CRANMER.



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002550-002558-0216

THOMPSONS. NO 610.
"EMPIRE CRANMER"
"AS FITTED" PROFILE

Also for "EMPIRE LAWRENCE" SHIP NO 609.

002550-002558-0216



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No 610. S.S. "EMPIRE CRANMER" PROFILE.

416'-0" L.B.P. x 59'-10 1/2" B.EXT. x 37'-4" D.MLD UPPER DK.
28'-7" " SECOND "

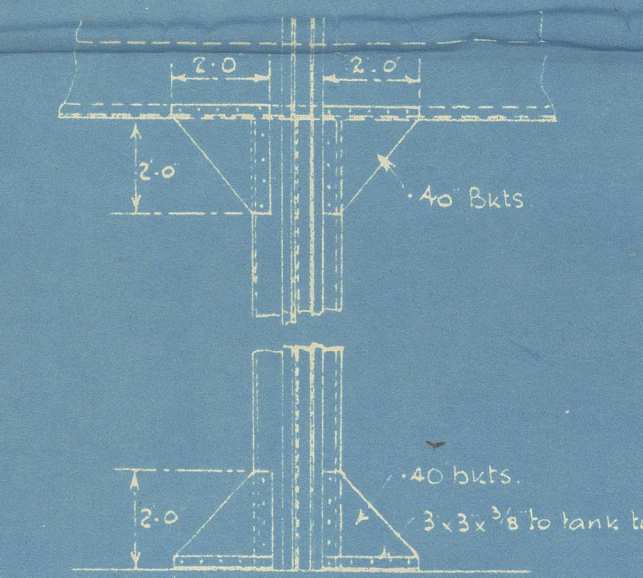
CLASS - B.S. with freeboard with scantlings as per
B.O.T. requirements for a draft of 26'-10" moulded.

Scale 1/8" = 1 ft.

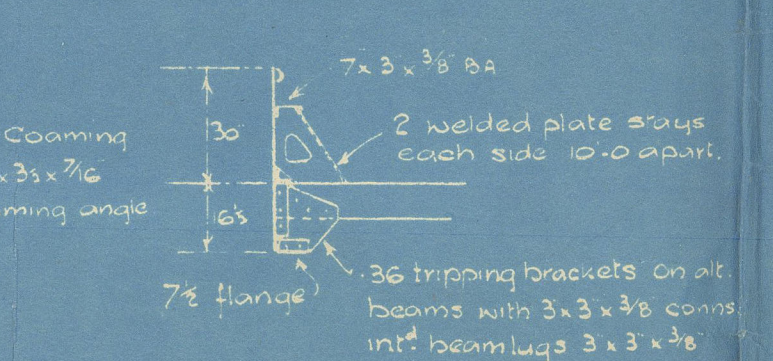
416
15 A
7.5
438.5

Note: Winch girders extend sufficiently fore
and aft to distribute stress & vibration.

Section showing connection of
c.l. bulkhead stiffeners at hatch
ends in forward holds.

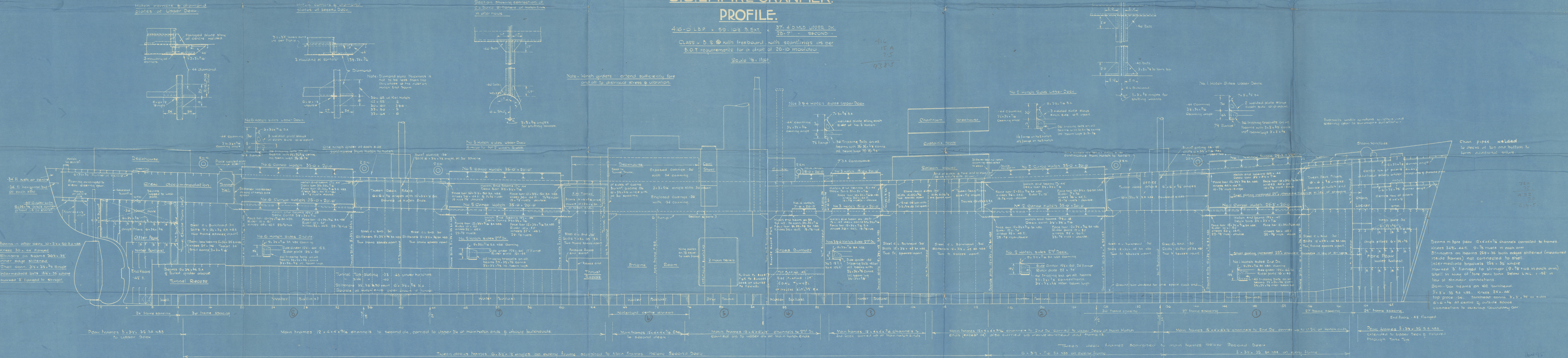


No. 1 Hatch Sides Upper Deck.



Supports under girders, winches and
steering gear to be supported on stanchions.

Chain pipes welded
to decks at top and bottom to
form additional pillars.



260
72
432
257.5

Beams in fore peak 12' x 4' x 3/8 BA NBS
Knees 30' x 44' 1/2 9-7/8 mus in each arm
Stringers on beams 24' x 35 both edges stiffened (measured
inside frames) not connected to shell.
Intermediate brackets 24' x 35 where
marked 'B' flanged to stringer (9-7/8 mus in each arm)
Shell in way of fore peak tank below L.W.L. + .68 in
lieu of stringer connections.
Semi-box beams on 162 bulkhead.
3' x 3' x 35 BA NBS. Knees 24' x 46'
top plate 34' Bulkhead conns 3' x 3' x 35 at sides
6' x 4' at centre & outside space
connection to overlap boundary bar.

16495
610
14-3-42

3

Hecks. [AS BUILT]

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Nº. 610 [ALSO FOR
Nº. 609]

17. 2. 42.

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ex EMPIRE CRANMER.



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002550-002558-0217

THOMPSON'S NO 610
"EMPIRE CRAWMER"

"AS FITTED" DECKS

ALSO FOR "EMPIRE LAWRENCE" SHIP NO 609

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S. S. "EMPIRE CRANMER".

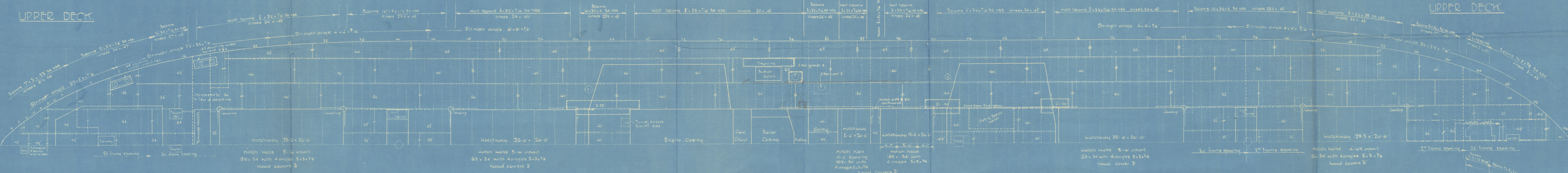
DECK'S, TANK TOP & SIDE GIRDERS.

416'-0" L.B.P. x 59'-7" Br. Mid. x 37'-4" D. Mid. U.D.K. / 28'-7" D. Mid. 2nd D.K.
Class B.S.K. with freeboard with scantlings as per B.O.T. reqs for a draft of 26'-10" Mid.
Scale 1/8" = 1 foot.

17 MAR 1942

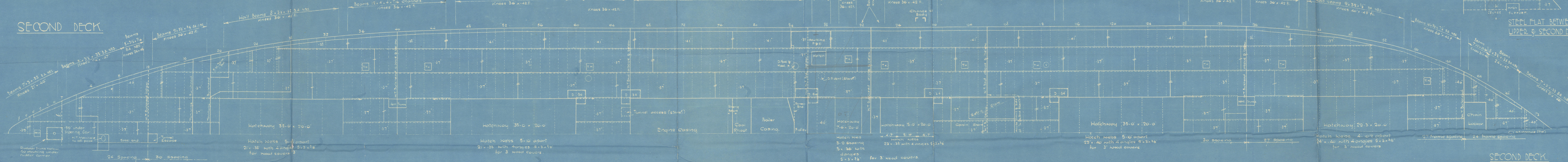
UPPER DECK.

UPPER DECK.

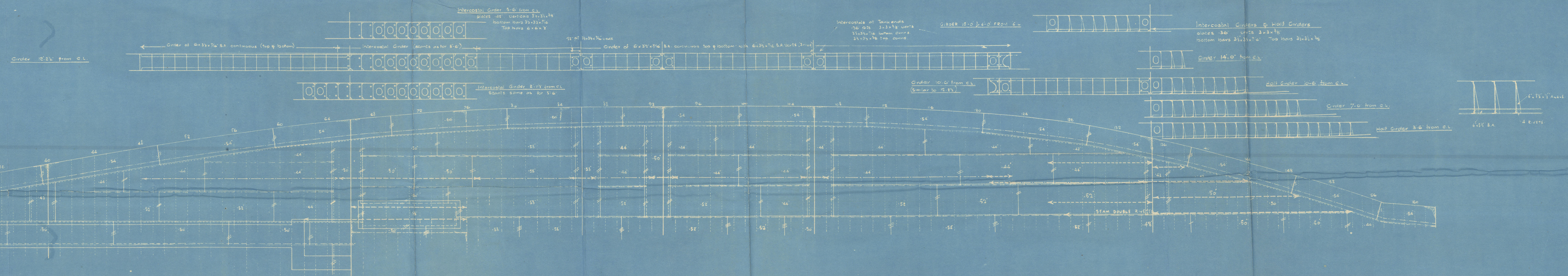


SECOND DECK.

STEEL PLAT BETWEEN UPPER & SECOND DECKS



SECOND DECK.



No 610.

16495
14.3.42

1

Midship Section (AS BUILT)

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17.2.42

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ex EMPIRE CRANMER

Thraki



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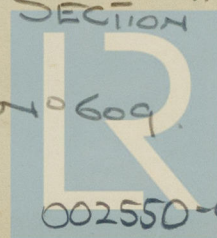
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THOMPSON'S. NO 610.

EMPIRE CRANMER.

AS FITTED. "MIDSHIP SECTION"

ALSO FOR. "EMPIRE LAWRENCE" SHIP NO 609.



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S. S. EMPIRE CRANMER

MIDSHIP SECTION

Principal Dimensions

Length B.P.	416.0'
Breadth Extr.	59.102'
Breadth Mid.	59.7'
Depth Mid. Upper Dk.	37.4'
Depth Mid. Second Dk.	28.7'
Depth to Length - Upper Dk.	11.14

Class - B.S. with freeboard, with scantlings as per B.O.T. requirements for a draft of 26.10 moulded.

Scale 1/2" = 1 foot.

All sections - New British Standards

$$\begin{aligned} \text{C.N.} & 417.5 \times 59.5 \times 57.2 \times 75 = 6959 \\ 70 \times 45.0 \times 7.5 \times 50 & = 118 \\ & 7077 \end{aligned}$$

Equipment Numerical

To freeboard deck	416.33 x 59.58 x 28.58 x 74	5259
Sneller in decks	416.33 x 59.25 x 9.0 x 75	1116
Engs House	40 x 45 x 75 x 75	51
Casing & Galleys	30 x 20 x 75 x 75	17
Saloon House	30 x 45 x 75 x 75	38
After Dikhouse	30 x 22 x 75 x 75	19
		6500

17 MAR 1942

Sheerstrake 84" x 70" with
tween dk. frames on every frame
to .45 at ends.

Quad. riveted end laps.
Treble at ends.

Strake below sheerstrake
78" x 60" to .45 at ends.
Treble riveted end laps.

Side shell .60 with 30" spacing
to .45 at ends.
Treble riveted end laps.

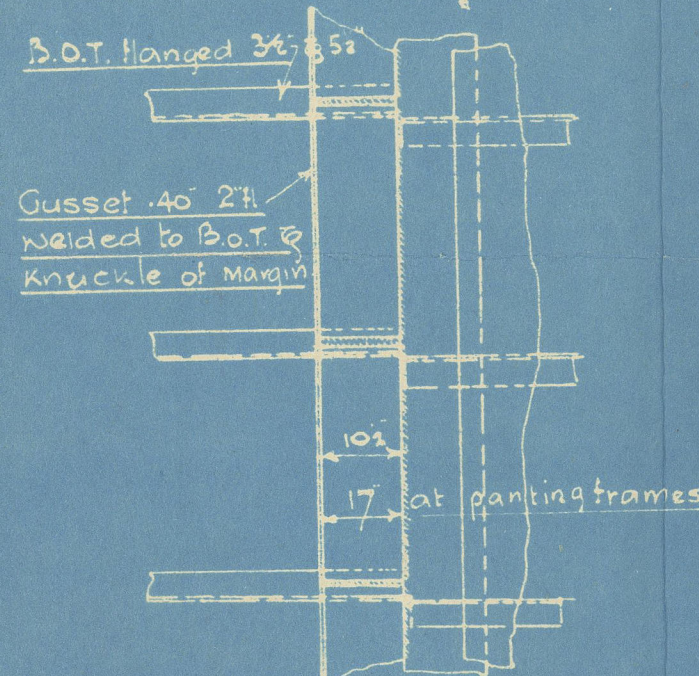
Side shell 25% above end thickness
= .56 in way of Panting in lieu of
stringers for a distance aft of
rule position of collision bulkhead
equal to 10% L of vessel.

Side shell 25% above end thickness
= .56 in way of Fore Peak Tank in lieu
of stringer connections to shell.

Boat plating .70

Outer plate increased 25% above Rule.

Sketch of Tank Gussels.



Upper deck stringer 65 1/2" x 60" to 30 1/2" x 40"
Quad. riveted end laps.
Stringer angle 6 x 6 x 5/8" to 3 x 3 x 7/8"

Upper Deck plating .60 to .32
Triple riveted end laps for 1/2 L to
Single at ends where not exceeding .42

Upper Deck plating between openings .40 to .35 to .32
Double riveted end laps for 1/2 L
Single riveted end laps at ends

4-7/8 rivets where
not attached to runner.

14 1/2 camber.

Runner 6 x 3 x 1/2 angle
Beam lugs 6 x 3 x 3/8

Single channel pillars reeled
two frame spaces apart as
per Profile.
Double at hatch ends with
brackets at top & bottom of each.

Pillars welded to deck

Upper Deck Beams.
See Deck Plan.

Tween deck frames 6 x 2 x 1/2 angles on every frame
and as per Profile for increased tween decks forward
scorped to main frames with 5-7/8 rivets.
Main frames carried up to Upper Deck at Main Hatch Ends.

Second Deck stringer 59 1/2" x 40" to 37 1/2" x 35"
Double riveted end laps.

Second Deck plating .35 to .30
Double riveted end laps for 1/2 L to single at ends

Second deck plating between openings .34 to .30
Double riveted end laps for 1/2 L
Single riveted end laps at ends.

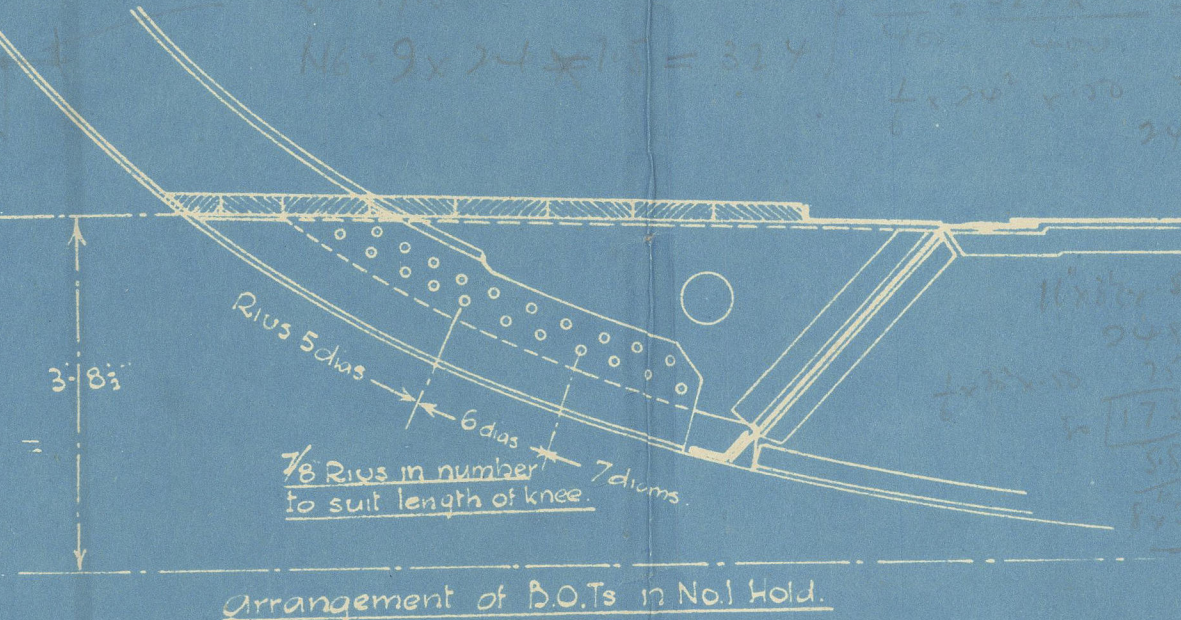
Second Deck Beams
see Deck Plan

Knees 36 x 42 fl (27 to beam)
8-7/8 rise in each arm.
Knees at 1/2 beams similar

7/8 diam airholes in frames beams &
bulkhead stiffeners - 2' apart.

Main frames 12 x 4 x 4 x 7/8 channels to 2 1/2" dk in ER & No. 3 Hold 30 apart.
" 12 x 4 x 4 x 1/2 " " " B.R. & Cross Bunker " "
" 12 x 4 x 4 x 3/8 " " " Nos 2, 4 & 5 Holds " "
" 15 x 4 x 4 x 1/2 " " " No 1 Hold 27 apart.
Peak frames 8 x 3 1/2 x 35 B.A. spaced 24 apart.

Riveting of side frames to shell
6" dia. apart at 30 spacing.
7 " " " 27 " "
5 1/2 " " for 10% L aft of rule position of collision bulkhead.
5 1/2 " " in Peak Tanks.



Arrangement of B.O.T.s in No. 1 hold.

Margin plate 41 x 54" .60 B.S. Treble riveted end laps.

Margin angle 4 x 4 x 1/2" (cemented in B.S.)
B.O.T.s 8 1/2 x 4 1/2 fl. in E.R. Cross Bunker & No. 3 Hold 55 B.S. 44 x 45 fl. in No. 1 Hold. 76 x 45 fl. elsewhere.
B.O.T. connections 6 x 4 x 7/8 T-bar 3/8 B.S. 9-7/8 rise each flange. 10 1/2 welded gussel fl. 2" (alternatively 3 1/2 x 3 1/2 x 7/8 angle 3/8 B.S.)
B.O.T. connections in panting area 6 x 4 x 7/8 T-bar 3/8 B.S. 9-7/8 rise each fl. 17" welded gussel fl. 2" (alternatively 3 1/2 x 3 1/2 x 7/8 angle 3/8 B.S.)
Floors to margin 6 x 4 x 7/8 T-bar 3/8 B.S. to 3 1/2 rise to floor (alternatively 3 1/2 x 3 1/2 x 7/8 angle 3/8 B.S.)
Floors to margin in Panting Area 6 x 4 x 7/8 T-bar (alternatively 3 1/2 x 3 1/2 x 7/8 angle)

2 1/2" Bilge ceiling in Cross Bunker & No. 3 hold.

Note - Bilge frame and bottom frame
ordered and turned 2 1/2" in one length.

Bottom shell .60 with 30" spacing to .50 at ends.

Treble riveted end laps. Rivets in bottom frames to shell & floors spaced 7 dia.

Three strokes of shell next to keel to be 10" above 30" thickness = .65 (.60 in way of 27 spacing) from 1 1/2' fwd to collision bulk.

Keel 52 x 78 for 3 1/2" to .60 at ends.

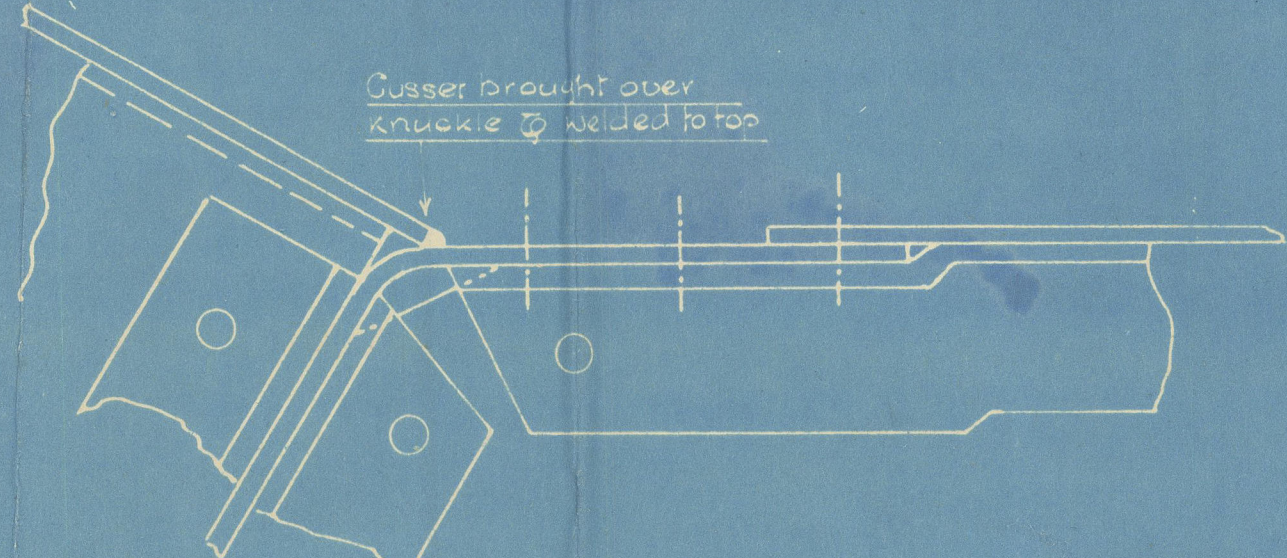
Quadruple riveted end laps for 1/2 L

Treble riveted end laps at ends where .70 and under.

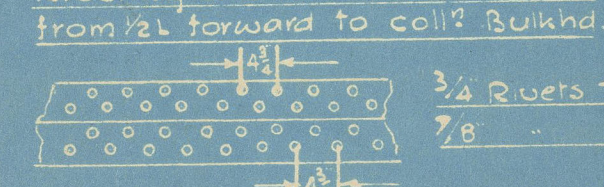
1 rivet in end laps above .72" .78 at ends.

7/8 rivets in seams & frames.

Detail of Gusset connections to Tank Top.



Riveting of 6 x 6' Bottom Frames
from 1/2 L forward to collision bulkhead.



Detail of B.O.T.s aft of free & fwd of No. 1 hold (ex. No. 1 hold)